URBAN STANDARD SPECIFICATIONS for PUBLIC IMPROVEMENT -RAII CROSSING MATERIAL (BY RAIL ROAD) -5/8" BARS ANGLE OF CROSSING (2 REQ'D.) MIDTH 'VARIES 5/8" BAR, LENGTH Varies with skew PAVEMENT G ROADWAY 90^ ASPHALTIC CONCRETE PAVEMENT HALF PLAN VARIES VARIES TYPICAL SKEWED CROSSING WITH FLEXIBLE PAVEMENT (SYMMETRICAL ABOUT CLOF TRACKS) NOTES: € TRACKS I. DETAILS HEREON SHOW TYPICAL CONSTRUCTION FOR PAVEMENT HEADERS RAIL TIE ┌ 4" ADJACENT TO RAILROAD CROSSINGS. 1 2. CONCRETE FOR HEADER SHALL BE THE SAME AS FOR P.C.C. 5/8" BARS WIDTH PAVEMENT. (2 REQ'D.) 5/8"X 5'-8"BARS 3. HEADER SHALL BE FINISHED Å90/<u>F</u> 12" CENTERS SMOOTH & SHALL HAVE BEEN PLACED AT LEAST 24 HOURS IN ADVANCE PAVEMENT Ç ROADWAY OF PAVEMENT. г 4. THE EXCAVATION FOR THE HEADER ASPHALTIC CONCRETE PAVEMENT, | SHALL BE MADE IN COMPACTED SUBGRADE TO THE MINIMUM NEAT \vdash LINES INDICATED HEREON. 5. SLOUGHED-OFF EARTH SHALL BE REMOVED & REPLACED WITH CONCRETE. HALF PLAN 6. THE USE OF FORMS FOR SIDES OF THE HEADER WILL NOT BE TYPICAL STRAIGHT CROSSING WITH FLEXIBLE PAVEMENT ALLOWED. 7. FORMING OF THE ENDS WILL BE PERMITTED IF ANY SUCH FORMS ARE PLACED OUTSIDE THE LIMITS € TRACKS OF THE PAVEMENT SECTION. PER RAILROAD REQUIREMENTS 8. CONCRETE FOR HEADER IS ESTIMATED AT 0.0556 CROSSING MATERIAL MAY BE PAVEMENT SLAB RAIL ASPHALT PAVEMENT-CUBIC YARDS PER FOOT. VARIED **†**FEEXIBLE 9. CONTACT RAILROAD FOR REQUIRED SET BACK DISTANCE FROM CENTER-LINE OF TRACKS TO HEADER AND EDGE OF PAVING. TIE 5/8" BAR HEADER SLAB 81 12" IO. CONCRETE HEADER AND PAVING MAY SECTION BE OMITTED UPON APPROVAL OF BOTH THE RAILROAD AND THE JURISDICTIONAL ENGINEER. II. SPACE BETWEEN CROSSING AND P.C.C PAVING SHALL BE FILLED WITH A.C.C. IN ACCORDANCE WITH SECTION 7020. 01/25/01 REV. DATE BY RAILROAD CROSSING FIGURE: 7020.9 (ASPHALTIC CONCRETE PAVEMENT) DATE: 01-01-98 SHEET I OF I